		CLASSIFICATION S-E-C-R-E-T CENTRAL INTELLIGENCE AGENCY	REPORT	25
		INFORMATION REPORT	CD NO.	
UNTRY	Eas	st Germany	DATE DISTR. 4 May 1955	
JBJECT		sian Advisers at the Ministry for Traffic; ber of Freight Trains Operated; Deputy Minister	NO. OF PAGES 3	
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THE UNITED S	TATES. WI	INFORMATION AFFECTING THE NATIONAL DEFENSE ITHIN THE MEANING OF TITLE 18, SECTIONS 793	/ALUATED INFORMATION	
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PROHIBITED B	ONTENTS Y LAW 1	The following officers are permanent Sovi Ministry for Traffic and have offices in	February 1955: et advisors to the	
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PROHIBITED BY	1.	The following information tas obtained on 16  a. The following officers are permanent Sovi Ministry for Traffic and have offices in Tauben Strasse in Berlin:  General Voronichev (fnu), chief of staff; Colonel Tarasov (fnu) Colonel Tolstikh (fnu)  b. Colonel Kalabushkin (fnu) was put in char engine service, heavy-duty method, Lunin by locomotives and employment of locomotives as aid to be very difficult	February 1955:  et advisors to the the Ministry on  a. 1  rge at Karlshorst of operating method, coal consumption ives for Series trains.  to work with trains.  h Leipzig between 4 and 6 arasov and Colonel Tolstikh ands and advisors" and	25
PROHIBITED	1.	The following information was obtained on 16  a. The following officers are permanent Sovi Ministry for Traffic and have offices in Tauben Strasse in Berlin:  General Voronichev (fnu), chief of staff; Colonel Tarasov (fnu)  Colonel Tolstikh (fnu)  b. Colonel Kalabushkin (fnu) was put in charengine service, heavy-duty method, Lunin by locomotives and employment of locomotives and employment of locomotives and employment of locomotives and to be very difficult in all matters.  In a report on the traffic conference held in February 1955, General Voronichev, Colonel Taware named as guests and as the "Soviet friend the source of	February 1955:  et advisors to the the Ministry on  a. 1  rge at Karlshorst of operating method, coal consumption ives for Seriet trains. It to work with trains. It to work with trains and 6 arasov and Colonel Tolstikh ands and advisors" and f the USSR Embassy. 3  the and major train delays	25. 25. 25.
PROHIBITED	l.	The following information was obtained on 16  a. The following officers are permanent Sovi Ministry for Traffic and have offices in Tauben Strasse in Berlin:  General Voronichev (fnu), chief of staff; Colonel Tarasov (finu)  Colonel Tolstikh (fnu)  b. Colonel Kalabushkin (fnu) was put in charengine service, heavy-duty method, Lunin by locomotives and employment of locomotives and employment of locomotives and to be very difficult in said to be very difficult in a report on the traffic conference held in February 1955, General Voronichev, Colonel Tewere named as guests and as the "Soviet frier Colonel Chernishov (fnu) as representative of following numbers of freight trains operated	February 1955:  et advisors to the the Ministry on  a. 1  rge at Karlshorst of operating method, coal consumption ives for Seriet trains. It to work with trains. It to work with trains and 6 arasov and Colonel Tolstikh ands and advisors" and f the USSR Embassy. 3  the and major train delays	25

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Total	32	34	32	39	<del>58</del>	
Cottbus		10	<i>)</i>	) 	4	
Dresden	5 2	2 10	6 3	3 3	4	
Erfurt	8	11	8	9	5 6	
Halle	5	_ 5	5	7	8	
Magdeburg	6	ĺ	5	8	5	
Schwerin	2	4	5	5	6	
Greifswald	3	-	_	í	í	
c. Numbers of major Berlin	t <del>ÿ</del> ain del 1	.ays:	_	3	3	
Total	22	31	72	36	21	
Dresden Cottbus	5 4	1 1	2	2	2	
Erfurt	-	- 1	1 2	1 3	-	
Hall <b>4</b>	-	-	-	-	-	
Magdeburg	-	23	52	10	9	
Schwerin	5	3	4	3	2	
Greifswald	í	2	3	_ `	-	
b. Numbers of Soviet Berlin	7	l	8	17	8	
b. Numbers of Soviet	freight	traine.				
Total	8 <b>,</b> 561	8 <b>,576</b>	8,218	8,369	8,479	
Cottbus	1,114	1,123	1,106	1,028	1,141	
Dresden	2,102	2,109	2,001		2,078	
Erfurt	938	927	894	921	942	
Hall <b>4</b>	1,562	1,553	1,480	1,517	1,528	
Schwerin Magdeburg	1,168	1,177	1,119	1,166	1,143	
Greifswaldæ Schwerin	382 382	.4±1 385	353	378	377	
Berlin	878 417	885 417	8 <b>67</b> 398	867 405	861 409	
a. Number of freight		205	0/5	0/7	067	
Railroad District	11		13	14	15	
Reilmoed District	11		Date in F	~	15	

<sup>4.</sup> Since early February 1955, Deputy Minister for Traffic Lindemann has been in charge of railroad repair shops, the central technical bureau, railroad medical service, and work and training. 5

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				25 <b>X</b> 1
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1.	second half of 1953, Sovi controlling agents. Gener and signal affairs sectio of Railroads (re-designat pertaining to operations for international affairs agency of RBD Berlin was	deactivation of the SCC agencies in ets were assigned to the GDR ministr al Voronichev, formerly chief of the n of the SCC, was assigned to the Mi ed Ministry for Traffic) as advisor and traffic, constructions and inves . Tarasov, formerly chief of the SCC put in charge of matters concerning	ies as traffic nistry in matters tments and transport work,	25 <b>X</b> 1
	cadre and political admin is unknown, was put in ch	istration. Tolstikh, whose former as arge of matters concerning finance,	signment	
	administration and organi	zation.		25 <b>X</b> 1
\2.	Comment. Kalabushk engine service in the tra	in was previously in charge of locomes naport section of the SCC.	otiye and	25 <b>X</b> 1
3.	SCC transport agency at tadvisor at the Ministry of	v is probably identical with the chi he RBD Greifswald until late 1952 an f Railroads in 1953. This profession ntly assigned to the Soviet Embassy	d an al	25 <b>X</b> 1
4.	are normal. The high numb	ers of freight trains and major train er of Soviet trains operated on 13 f est number reported so far in 1955 a ents to exercises held in that area. be been reported so far.	ebruary in nd possibly	25 <b>X</b> 1
5.	Comment. Heinrich previously reported to be	Lindemann, a locksmith by profession deputy minister for traffic.	ı, was	25 <b>X</b> 1
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	1. The	The f	ollowin	forma <b>si</b> g of <b>fic</b>	ere a	might Turr re pe	eined Suci Energ	n <b>y</b> Sovi	Tebr iet a	ery. National	LS 5: rs to	the			
		Hinis Taube	n Stras	Traffi se in B	erlin	F., 1	1.300	4 A 17		4 442	try on	i V Diegon			
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	b.	engine by lo K <b>ala</b> b	e servi comoti <b>v</b>	bushking ce, hea es and is said in all	emplo to b	ty me yment e ver	thod,	Lunin ocomoti	meth ives	od, c for 3	oal co oviet	nsumpt trains	ion	ating	
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Rod Twood District						
	11	12	Date in		15	
Railroad District		<del>1</del>	13	14		<del></del>
a. Number of freigh	t trains:					
Berlin	878	885	867	867	861	
Greifswald	417	417	398	405	409	
Schwerin	382	385	353	378	377	
Nagdeburg	1,168	1,177	1,119	1,166	1,143	
Halls	1,562	1,553	1,480	1,517	1,528	
Erfurt	938	92 <b>7</b>	894	921	942	
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Total	8,561	8 <b>,576</b>	8,218	8,369	8,479	
b. Numbers of Sovie	t freight	traine:				
Berlin	7	1	8	17	8	
Greifewald	í	2	3	-	-	
Schwerin	5	3	. 4	3	. 2	
Magdeburg		23	52	ío	9	
Walle	***	/	<i>,</i> -	-	-	
Erfurt	_	-	1	1	_	
Dresden	5	1	2	3	_	
Cottbus	4	ī	2	2	2	
Total	22	31	72	36	21	
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c. Numbers of major	train del	ays:				
Berlin	ı	1	•	3	3	
Greifswald	3	-		1	1	
Schwerin	2	4	5	5	6	
Magdeburg	6	1	5	8		
Halle	5	5	5	7	<b>5</b> 8	
Erfurt	8	11	8	9	5 6	
Dresd <b>en</b>	5	2	6	3		
Cottbus	2	10	3	3	4	

4. Since early February 1955, Deputy Minister for Traffic Lindemann has been in charge of railroad repair shops, the central technical bureau, railroad medical service, and work and training. 5

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	25 <b>X</b> 1
second half of 1955, Soviets were assigned to the GDR ministries as controlling agents. General Voronichev, formerly chief of the traffic and signal affairs section of the SCC, was assigned to the Ministry of Railroads (re-designated Ministry for Traffic) as advisor in matters pertaining to operations and traffic, constructions and investments and for intermetional affairs. Tarasov, formerly chief of the SCC transport agency of RBD Berlin was put in charge of matters concerning work, cadre and political administration. Tolstikh, whose former assignment	20/(1
administration and organization.	25 <b>X</b> 1
Comment. Kalabushkin was previously in charge of locomotive and engine service in the transport section of the SCC.	25X1
Comment. Chernishov is probably identical with the chief of the SCC transport agency at the RBD Greifswald until late 1952 and an advisor as the Ministry of Railroads in 1953. This professional reilroadmen is now apparently assigned to the Soviet Embassy in the GDR.	25 <b>X</b> 1
Comment. The numbers of freight trains and major train delays reported are normal. The high number of Soviet trains operated on 13 February in RSD Magdeburg is the highest number reported so far in 1955 and possibly resulted from troop movements to exercises held in that area. No major exercises near there have been reported so far.	25X1
Conment. Heinrich Lindemann, a locksmith by profession, was previously reserved to be deputy minister for traffic.	25 <b>X</b> 1
	25X1
	Comment. After the deactivation of the SCC agencies in the second half of 1953, Soviets were assigned to the GDR ministries as controlling agents. General Voronichev, formerly chief of the traffic and signal affairs section of the SCC, was assigned to the Ministry of Railroads (re-designated Ministry for Traffic) as advisor in matters pertaining to operations and traffic, constructions and investments and for intermetional affairs. Tarasov, formerly chief of the SCC transport agency of RBD Farlin was put in charge of matters concerning work, cadre and political administration. Tolstikh, whose former assignment is unknown, was jut in charge of matters concerning finance.    Comment. Kalabushkin was previously in charge of locomotive and engine service in the transport section of the SCC.   Comment. Chernishov is probably identical with the chief of the SCC transport agency at the RBD Greifswald until late 1952 and an advisor at the Ministry of Railroads in 1953. This professional reilroadman is now apparently assigned to the Soviet Embassy in the CDR.   Comment. The numbers of freight trains and major train delays reported are normal. The high number of Soviet trains operated on 13 February in RBD Engelsburg is the highest number reported so far in 1955 and possibly resulted from troop movements to exercises held in that area. No major exercises near there have been reported so far.   Comment. Heinrich Lindemann, a locksmith by profession, was